

TOP SECRET

10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	32	33	34	35	36	37
38	39	40	41	42	43	44
45	46	47	48	49	50	51
52	53	54	55	56	57	58
59	60	61	62	63	64	65
66	67	68	69	70	71	72
73	74	75	76	77	78	79
80	81	82	83	84	85	86
87	88	89	90	91	92	93
94	95	96	97	98	99	100

\*25X1

IN-68590

OPS -10 ✓

TO

INFO

CITE

TOP SECRET

182105Z

CITE

[REDACTED]

25X1

25X1

IMMEDIATE

[REDACTED]

INFO

[REDACTED]

[REDACTED]

25X1

- A. BX 6729
- B. INS TAPE EVALUATION REPORT
- C. INS 010
- D. 18/1315Z
- E. 1. QUESTIONABLE ON APPROXIMATELY 20 LINES.  
2. SATISFACTORY  
3. SATISFACTORY  
4. SATISFACTORY  
5. SATISFACTORY  
6. SATISFACTORY  
7. SATISFACTORY  
8. SATISFACTORY  
9. SATISFACTORY  
10. BETWEEN ELAPSED TIMES 06593 AND 06602, THE UNITS DIGIT WAS MISSING ON THE ELAPSED TIME RECORD. THE ELAPSED TIME WAS ESTIMATED TO BE 06597.
- F. TAPE APPEARS GENERALLY SATISFACTORY. ERRORS CAN BE SALVAGED. TAPE EVALUATION IS DURING CAMERA OPERATIONS ONLY. CAGE RECORD SEEMS QUESTIONABLE IN CERTAIN AREAS DURING CAMERA OPERATIONS AND

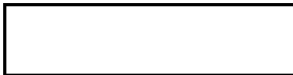
TOP SECRET

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

25X1

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IN-68590



T O P S E C R E T

PAGE TWO

WILL BE CHECKED AGAINST FILM TO LOCATE ANY ERRORS.

T O P S E C R E T TOR: 18/2116Z OCT 67

T O P S E C R E T

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**TOP SECRET**

1	9
2	10
3	11
4	12
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8	16

IN-68543

OPS -10 *LD*

TO **TOP SECRET** 181815Z CITE

IMMEDIATE  INFO IMMEDIATE

- A. BX6729
- B. FLASH REPORT AFTER PROCESSING
- C. I
- D. F
- E. THE FILM ARRIVED IN GOOD PHYSICAL CONDITION WITH NORMAL EXPOSURE, MEDIUM CONTRAST, GOOD RESOLUTION, AND OPERATIONAL DATA RECORDING. APPROXIMATELY HALF OF FORWARD CLOCK IN THE IMAGE AREA THROUGHOUT MISSION ON FORWARD FRAMES. START-UP WAS NORMAL WITH OVERLAP AND SHUTTLE MOTION NOTED THROUGHOUT INITIAL 10 FRAMES. CAMERA RECYCLED FROM FRAMES 482-510. SHUT DOWN WAS NORMAL. EMULSION ABRASIONS IN THE FIRST 20 FRAMES WERE NOTED, 3" FROM TRAILING EDGE, 1" LONG INTERMITTENTLY OCCURRING APPROX EVERY FOOT. MINUS DENSITY LINE, 1 1/4" FROM TRAILING EDGE, ON ALL AFT FRAMES. DATA CHAMBERS UNDEREXPOSED

**TOP SECRET**

GROUP 1  
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IN-68543

TOP SECRET

PAGE TWO

AND OUT OF FOCUS FROM FRAME 702 THRU 930. PLUS DENSITY LINE  
2 1/2" FROM LEADING EDGE ON FRAMES 776 THRU 862.

TOP SECRET TOR: 18/1911Z OCT 67

TOP SECRET

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CLASSIFIED MESSAGE  
Approved For Release 2003/01/09 : CIA-RDP69B00041R001000030013-1

DATE

TOP SECRET

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51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
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TO :

FROM :

ACTION:

INFO :

IN-68472

Open 1-10R

TO

INFO

CITE

25X1

25X1

25X1 TOP SECRET 181301Z CITE

PRIORITY

INFO PRIORITY

25X1

SUBJ:

A. MISSION NBR. BX6729

B. FINAL EVALUATION OF INS DATA

C. INS 010

D. DATA STARTS LINE 27, TIME 01514.

DATA ENDS LINE 671, TIME 12407.

ALL RECORDINGS BETWEEN TIMES 01756 AND 05038, LINE 74 ARE BAD  
DUE TO TAPE TRANSPORT TURN ON. SUGGEST DELETION.

ALL RECORDINGS BETWEEN TIMES 06790 AND 10647 LINE 381 ARE  
BAD DUE TO TAPE TRANSPORT TURN ON. SUGGEST DELETION.

TOP SECRET TOR: 181312Z OCT 67

TOP SECRET

GROUP 1  
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DECLASSIFICATION

25X1

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Next 1 Page(s) In Document Exempt

Approved For Release 2003/01/09 : CIA-RDP69B00041R001000030013-1

TOP SECRET

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2		10
3		11
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IN 68461

*Handwritten signature*  
0151-10

INFO

ONE

TOP SECRET 181027Z CITE

[Redacted]

25X1

PRIORITY

[Redacted]

25X1

GENERAL BACALIS FROM

[Redacted]

25X1

1. [Redacted] HAD AN EXCELLENT MISSION TODAY CONSIDERING THE LOCAL WEATHER PROBLEM FOR TAKEOFF AND LANDING. THE WEATHER OVER NVM WAS BETTER THAN BRIEFED AND HE ONLY SAW A FEW WISPS OF CIRRUS NORTHWEST OF HANOI AS AGAINST A BAND OF CLOUDS AS BRIEFED. 2400 FT OF FILM WAS TRANSPORTED AND TURN ON TIMES WERE AS BRIEFED. HE DID SWITCH FROM POSITION C TO 3 AND BACK A COUPLE OF TIMES EVEN THOUGH CLOUD COVER WAS MUCH LESS THAN 30 PERCENT.

2. THE ROUTE FLOWN AND TIMING WAS EXACTLY AS BRIEFED. HE GOT 66,600 AND 66,700 LBS OF FUEL AT EACH AR. ARC-50 AND TACAN WAS VERY GOOD. HE DID TURN SIP OFF ABOUT 100 MILES EARLY COMING HOME AS HE WANTED TO GET THE INLET RECORDER GOING TO RECORD THE INLET PROBLEMS.

25X1

3. THE ARTICLE RAN GOOD THROUGH THE FIRST LEG. AFTER

[Redacted]

TOP SECRET

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION



T O P S E C R E T

25X1

IN 68461 [REDACTED]

PAGE 2

CLIMB OUT AND LEVEL OFF, HE NOTED A NERVOUS RIGHT SPIKE AND BY THE TIME HE HAD PENETRATED THE SPIKE WAS THUMPING VERY BAD. JUST BEFORE HANOI HE WENT TO MANUAL SPIKE CONTROL AND THEN THE RIGHT FORWARD DOOR WENT OPEN - WHICH IT SHOULDN'T DO. THINGS WENT OK FOR AWHILE. AFTER EXITING DENIED TERRITORY AND HE HAD GIVEN HIS A CODE, I CALLED HIM TO CUT SHORT AT HAINAN AND TO COME ON HOME. HE ACKNOWLEDGED OK BUT HIS TROUBLES STARTED THEN WITH A MILD UNSTART. DIDN'T KNOW HOW TO CLEAR IT AS HE HAD SEVERAL UNSTARTS OR COMPRESSOR STALLS (BOTH ALIKE IN THIS CASE). GOT THE AFT DOORS SETTLED IN B POSITION AND ALL HELD TOGETHER FROM THERE ON. HE CAME BACK TO MIN BURNER AND MANAGED TO GAIN ALMOST 4000 LBS OVER PROGRAMMED FUEL OVER HOME. [REDACTED] SAID HE WAS WITHIN AN EYELASH OF GOING TO [REDACTED] WITH HIS INLET PROBLEMS.

4. PENETRATION ON THE FIRST LEG WAS BETWEEN 81-82M AND THE SECOND LEG WAS AT 79M. CRUISED HOME FROM HAINAN AT 76-77M AND WAS IN A LIGHT CIRRUS DECK BOTH WAYS. (SAW THE TYPHOON EYE JUST TO THE NORTH OF TRACK ON BOTH LEGS AND TURBULENCE WAS MODERATE TO SEVERE AT 77M. HE WAS AFRAID AND [REDACTED] IS FEARLESS.

5. TERMINAL WEATHER FOR TAKEOFF WAS FAIR AFTER FIRST DELAYED. FOR LANDING IT WAS 600 FT AND 1 1/2 MILES. HAD THE STRIP ALERT TANKER AIRBORNE AND IN THE CLEAR AT 15M READY TO GIVE HIM FUEL.

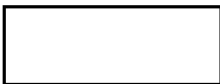
[REDACTED] HAD 13M LBS OF FUEL SO I FELT HE COULD SAFELY MAKE AT LEAST ONE PASS AT THE FIELD WITH THAT MUCH. 3 MINUTES AFTER HE LANDED IT WENT TO LESS THAN A MILE FOR ABOUT 8 MINUTES. NOW I KNOW WHY

T O P S E C R E T

25X1

T O P S E C R E T


IN 68461



PAGE 3

COMMANDERS GET GREY HAIR.

25X1

6. SINCERELY FEEL THAT  DID AN OUTSTANDING JOB ON THIS MISSION CONSIDERING WEATHER, INLETS AND A PITCH AUTOPILOT PROBLEM. BELIEVE A SHORT NOTE FROM YOU WOULD BE HEARTENING TO HIM AND THE OTHER BOYS AS WELL.

25X1



8. WE ARE READY TO GO FOR TOMORROW BUT THE WEATHER BRIEFING TONITE WAS MOST GRIM. IF YOU DECIDE TO CANCEL LATER ON I CAN SURE USE A COUPLE OF DAYS TO DO SOME POSTFLIGHTS ON THE TANKERS AND I WOULD LIKE TO GET 127 UP ON A LOCAL FLIGHT TO ASSURE MYSELF THAT WE HAVE DEFINITELY CLEARED AN AUTOPILOT PROBLEM. I WOULD USE IT ON A MISSION IF NECESSARY.

T O P S E C R E T TOR: 181049Z OCT 67

T O P S E C R E T

25X1

Next 2 Page(s) In Document Exempt

**T O P S E C R E T**

*Handwritten signature*

IN 68449

OPS 1-10

**T O P S E C R E T 180853Z CITE** [REDACTED]

**IMMEDIATE** [REDACTED]

**INFO IMMEDIATE** [REDACTED]

25X1

25X1  
25X1

25X1

- A. BX6729
- B. TYPE I CONFIGURATION REPORT
- C. I/F/18 OCT/129 [REDACTED]
- D. 518/518
- E. 518/518
- F. 3404/1230/269-4-10-6
- G. 5.6/YELLOW, WRITTEN 12
- H. 60/57  
61/61
- I. 0338Z/0357Z  
0502Z/0519Z
- J. 0-391/170/.039 IN CLOUD
- K. NA
- L. AS BRIEFED

- M. SECURITY 18/0800Z FOR SHIPMENT TO [REDACTED]
- N. SUCCESSFUL PACKAGE OPERATION

25X1

*TOP SECRET*  
*TOR: 180911Z OCT 67*

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

TOP SECRET

NAME :

REV :

PRECED :

ACTION :

INFO :

25X1

IN 68448

OPS 1-10

TO

INFO

ONE

TOP SECRET 180855Z CITE [REDACTED]

IMMEDIATE [REDACTED]

25X1

25X1

A. BX6729

B. INS TAPE REPORT

C. INS 010

D. [REDACTED]

E. SEE H

F. SEE H

G. 671018 020358

H. INS DATA GOOD. WILL RETAIN TAPES UNLESS OTHERWISE NOTIFIED.

TOP SECRET TOR: 180911Z OCT 67

TOP SECRET

**TOP SECRET**

1	9
2	10
3	11
4	12
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6	14
7	15
8	16

[Redacted Box]

[Redacted Box]

OPS 1-10

25X1

IN 68447

TO

INFO

CITE

25X1

25X1 **TOP SECRET 180841Z CITE** [Redacted Box]

25X1 **PRIORITY** [Redacted Box] **INFO PRIORITY** [Redacted Box]

[Redacted Box]

A. OPERATIONAL SORTIE REPORT

B. (1) ARTICLE 129, FLT 241

25X1

(2) SORTIE BX6729, 18 OCT 67

(3) PILOT: [Redacted Box]

(4) PURPOSE: DIRECTED, ROUTE: DIRECTED

(5) MISSION: SUCCESSFUL

(6) TAKE OFF 0220Z, LANDED 0630Z, DURATION: 4:10

(7) T/O DIRECTION 050

(8) T/O G W 106,700 LBS, C.G. 22.0 PERCENT

(9) T/O DIST 5300 FT

(10) T/O SPEED 210 KTS

(11) RWY TEMP 74 DEGREES

(12) WIND 050/15 G20

**TOP SECRET**

GROUP 1  
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MATIC DOWNGRADING  
AND DECLASSIFICATION

25X1

T O P S E C R E T

IN 68447

PAGE 2

- (13) PRESSURE ALT PLUS 180 FT
- (14) MAX ALT 81,000 FT
- (15) MAX MACH 3.21
- (16) AB TIME: LEFT 3:05; RIGHT 2:45
- (17) TIME AT/ABOVE M2.0: 2 PLUS 45
- (18) TIME AT/ABOVE M2.6: 2 PLUS 25
- (19) TIME AT/ABOVE M2.8: 2 PLUS 05
- (20) TIME AT/ABOVE M3.0: 1 PLUS 50
- (21) TIME AT 3.2: PLUS 01
- (22) TOTAL A/C TIME: 359:20
- (23) Q-BAY/SPECIAL EQUIP: PKG I
- (24) CIT 405 DEGREES AT 3.21 MACH

25X1

C. SUMMARY: TAKEOFF NORMAL. FIRST AIR REFUELING COMPLETED WITH 67,700 LBS FUEL ON BOARD. CLIMB 3.1 MACH CRUISE LEG AND DESCENT FLOWN AS BRIEFED. SECOND AIR REFUELING COMPLETED WITH 67,500 LBS FUEL ONBOARD. CLIMB NORMAL. THE RIGHT INLET SPIKE HAMMERED AT CRUISE ON SECOND LEG. PACKAGE I WAS OPERATED AS BRIEFED AND APPARENTLY SUCCESSFUL ON BOTH LEGS. EWS OPERATION SATISFACTORY. FUEL OPTION ROUTE WAS FLOWN ON RETURN. DESCENT AND LANDING NORMAL.

D. DISCREPANCIES:

1. RIGHT HAND INLET SPIKE HAMMERED CONTINUOUSLY NEAR END OF MISSION.
2. LEFT HAND INLET SPIKE APPEARED TO HAMMER SLIGHTLY AT END OF MISSION.
3. AUTO PILOT PITCH MODE CAUSED PORPOISING ON FIRST TURN

25X1

T O P S E C R E T

IN 68447



PAGE 3

AT CRUISE ON SECOND LEG.

4. LEFT HAND TEB COUNTER DID NOT RECORD A/B SHOTS.

T O P S E C R E T TOR: 180656Z OCT 67

T O P S E C R E T